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The Daily Press.

HONGKONG, JUNE 18TH, 1908.

YESTERDAY we quoted some interesting comments on the Manchurian market for foreign goods from the pen of Mr. Commissioner Kurosawa of Dairen. In the same book, less than a dozen pages further on, Mr. Commissioner CLARKE at Newchwang offers opinions almost directly contrary, as to the consuming capacity of Manchuria. We cannot do better, than quote the whole of his opening paragraph, long as it is:

"In the market reports and newspaper paragraphs which have appeared during the past year, and in the inquiries about trade in Manchuria which have reached the Commissioner of Customs, there has commonly been a note of impatience with Manchuria and with Newchwang that the expectations of trade have not been fulfilled. It is true that everybody underestimated the result of war, both the immediate effect and the after effect—the destruction of property, the interruption of work and business, the increased cost of living, which followed the occupation of the country by armies, and forgot that the time of business prosperity is not just after war has ended. Manchuria has not recovered even so fast as the least sanguine expected, and has not been able to absorb rapidly the large quantities of goods imported in anticipation of great demand. All this may be admitted. Yet if it were possible to get statistics of all the goods imported through Dairen in the eight months between the closing of Newchwang in 1906 and the opening of the Dairen Customs in 1907, and combine them with the Newchwang statistics and the statistics of Dairen since July, it is probable that it would be found that Manchuria has purchased more than people think. But trade has not followed altogether the same route as hitherto. A considerable part of the 'foreign' goods, yarn, and sugar, not to mention miscellaneous goods, have come from or through Japan instead of through Shanghai. It would seem wholly unnecessary to repeat that Newchwang is not the only port of entry into Manchuria and that its trade is not a fair index of the trade of the country, yet the Commissioner often receives inquiries based on the idea that there has been no change. The old order of things has disappeared. There are

now five ports having railway communication with the interior. Imports are no longer piled up at Newchwang to be worked off during the winter, nor are exports accumulated here for shipment. No doubt the saving of storage, insurance, and interest thus effected will benefit the consumer, but the change makes a great difference in the character of Newchwang trade. Cart traffic for long distance transport has been superseded largely by railway carriage, and the latter by competition will become, if it is not now, cheaper. There are 17 places in the interior, locally called inland trade marts, viz., Mowtow, Simsim, Tieling, Tangyang, Kwanhsing, Kirin, Harbin, Ningku, Hunchun, Samsing, Tielshar, Mandchou, Hailar, and Aigun, to which duty-paid goods, both foreign and native, can be sent by boat, cart, or railway without further payment of duty. The railways have worked great changes, without them new ports would have been opened, and the changes would not have been so complete as they are now. The widening of the gungo of the South Manchuria Railway will assist its traffic, and of course the present inferior train service will be improved. The company plans to bring its lines a mile or two nearer Newchwang than the present terminus at Muehichuan, and has made its freight rates the same from Newchwang as from Dairen. The Imperial Railway of North China has shown itself a strong competitor, and while keeping rates down has yet made profit. The Chinese Eastern Railway is turning its attention to developing traffic, and Chinese merchants at Harbin are negotiating for a scale of rates from Shanghai to Vladivostok which will enable them to get cargo by that route reasonably. Incidentally it may be of interest to say that the distance from Harbin to Vladivostok is 455 miles; from Newchwang, 473 miles; and from Dairen, 615 miles; to Kwanhsing, from Vladivostok, 635 miles; from Newchwang, 381 miles; and from Dairen, 615 miles. What is the conclusion to be drawn? All this will assist greatly the development of the country, and it also means that to one but several places will have a share in the result of that development. There must also be change in the method of conducting business in foreign goods. Agents on the spot have become necessary. This is not an academic official statement of the kind which irritates merchants as coming from someone who would teach them their business: it is the necessary consequence of competition in Manchuria instead of at Shanghai. There is no need to enlarge upon this. There, at least, large corporations have proved their value. If a branch of trade is valuable, somebody will find it worth his while to displace an article which nobody looks after. Japanese cotton cloth in short lengths and narrow widths like native cloth would not have been imported to the extent it has been, to the injury of the native cloth trade, if it had not been pushed into the notice of buyers.

At Newchwang the business of the year has been disappointing. Figures appended show a great decline in trade, especially in the import of native goods, from the previous year. For fully half the year business was very dull, but August it had begun to revive, and September and October increased the hope of good steady trade; but early in November occurred the failure of the large Cantonese firm, Tung Sheng Ho, and four connected firms, with liabilities of some 4 million taels. The bankrupt had been engaged in all the kinds of business which the port offers; he was a manufacturer of bean oil and bean cake; an exporter of grains, beans, oil and cake; an owner and charterer of ships; and importer of piece goods, yarn, sugar, and flour; a banker; a speculator in land and stock. The bankruptcy states that his books had not been made up for nine years, a length of time which includes the Boxer year and the Russo-Japanese war. He could not have gone on so long far spread out in so many directions but for the facilities which the "transfer" system of banking offers. In the opinion of many this failure gave a striking demonstration of the unsoundness of the system and afforded a good opportunity to suggest it. Some efforts have been made to press this view on the Chinese officials, but it is fair to say that opinion is not unanimous on the abolition of transfer money, and there are those who hold that we have witnessed only an abuse of credit. At the same time it is not denied that a system which lends itself so readily to abuse is dangerous. For a while the failure brought business to a standstill. The local authorities issued a notice urging merchants not to part with their money, and though this was explained later on to mean a warning against creating a scarcity of ready money by shipping it to other places, it was understood to mean that nobody was to make payments or advance money. For some days no business of any kind was done. Ships lay idle in the river; charterers could not pay the charter money; shippers could not pay for produce already bought; nor could they find ready money to pay duty on purchases already paid for. An arrangement was soon made by which the guilds guaranteed duties, and that difficulty was removed. Presently money began to arrive from various sources, and a few wheels of business revolved once more. A person's available assets aided in restoring confidence. Naturally the affair created great distrust and was a serious blow to the port's prospects; but there is no reason to suppose that business, taken as a whole, is not on a sound footing. All China is suffering from the inevitable reaction after a period of prosperity. That, in all probability, is a greater cause of difficulty than local conditions, though of these Newchwang has had its share. It is content with the conditions provided by war have about passed away and 1908 should prove a fairer test than the year just passed. The country is prosperous, except for a dip running east and west with roughly Tieling for its centre, the crops of the past season have been good. At present, it is true, no new lines of trade are opening up which will benefit the port, but the opinion of those best qualified to judge is that the old channels will provide moderate prosperity in spite of the competition of other ports.

We need not comment on these opposing views, further than to suggest that both commissioners may be right in their several ways. Mr. Kurosawa gives figures in support of his opinion, and Mr. CLARKE goes some way with him. Probably Manchuria will before long be buying more foreign goods than Mr. Kurosawa suggests, while it is in every way likely that it will export less. The Tiedlers Ground for trade that many people have expected it to be. The net value of Newchwang's trade is given as Tls. 32,294,663.

At Tientsin, Mr. Commissioner MERRILL is not so much concerned with Manchuria as one would expect. He reports an unprofitable year, due to excessive speculation and long credits, with overstocking, and bad

markets for Tientsin exports. The depreciation of the copper coinage lessened the demand for foreign goods, and though Mr. MERRILL does not like to say so outright, it is clear that he recognises the suicidal methods of the provincial mints. This over-issue of copper currency for immediate profits punishes the poorer classes severely. There is an interesting reference to the introduction of the thin end of the wedge of popular representation at Tientsin, but so far the new municipal government does not seem to have made much progress. The net value of Tientsin's trade is put at Tls. 96,773,986, and that of Chinwangtao at Tls. 5,293,870.

Chefoo, according to Mr. Commissioner UNWIN has become a secondary port serving a restricted hinterland. Here again we find references to over-trading, due to too sanguine expectations following the war. Unstable currency and a glutted market had sad results. The net value of the trade fell from thirty-nine million taels in 1905 and thirty-four millions in 1906 to Tls. 28,646,513.

Mr. Commissioner OHLNER of Kiaochow also refers to the depreciation of copper coins as causing a set-back to the import trade, another factor being the absence in this district of subsidiary currency under the face value of ten-cash. In two years the export trade of Tientsin has increased nearly 75 per cent, until now about half the value of its imports. The net value is put at Tls. 28,637,889.

At noon yesterday the plague total was 739 cases, another fifteen having been added.

The steamer "Hoi Sang" has been purchased by the Hongkong, Canton and Macao Steamship Company for the Macao run.

A match between the Police and the Civil Service Bowling Clubs will take place on the ground of the former on Saturday afternoon.

A verdict of death from natural causes was returned at an inquest at the Magistracy yesterday on the body of a Chinaman, who died in Victoria Gaol whilst undergoing a sentence of ten weeks' imprisonment.

The late Mr. Stewart Clark, thread manufacturer of Paisley, who was a Director of Messrs. J. & P. Coats, Ld., and also of Messrs. Clark & Co., and of the Scottish Widows' Fund Life Assurance Society, has left £2,000,000 sterling.

The total number of spindles at work throughout the world have been estimated at 116,000,000, of which number about 51,000,000 are in Great Britain, 9,500,000 in Germany, 27,000,000 in the United States, 6,500,000 in Russia, and 7,000,000 in France. The number of spindles in course of erection and proposed is about 4½ million. The expected increase in Germany is 1½ million, and in Austria 500,000.

Yesterday two Chinese were brought up at the Magistracy on a charge of having caused the death of a comrade the previous evening by pushing him over the verandah of a house in Des Vaux Road West. The unfortunate man fractured his skull and broke his legs. He died soon after his admission to the Government Civil Hospital. The men apparently had a dispute over money, the deceased having that day collected \$150. The defendants were remanded.

According to trustworthy reports from Kabul, the Amir has issued stringent orders against the preaching of a Jihad (holy war), the penalty for which is to be the tearing out of the offender's tongue. Any of the Amir's subjects leaving Kabul to join the fighting are to lose their feet. Certain men have already been sent into prison. Urgent orders have also been sent to Jellalabad to stop the sale of guns and cartridges to the tribes.

The "Mishima Maru," which was launched at the Kawasaki Dock on the 17th April, is one of the Nippon Yusen Kaisha's new fleet of six vessels each of 8,600 tons and 16 knots. A sister ship, the "Suzaka Maru," was also launched on the 21st from the Mitsui Bishi yard at Nagasaki. These six ships will be placed on the Nippon Yusen Kaisha's European line, the vessels not on that service being transferred to the Pacific.

Yesterday at the office of the Hongkong, Canton and Macao Steamship Company the secretary, Mr. W. E. Clarke, on behalf of the company, presented a complimentary order to the coxswain and crew of the launch "Kam Shan" for their services in life saving at the wreck of the "Powan." The coxswain received \$300 and \$175 was distributed among the crew. A champagne drink also received \$25 in recognition of their services on the same occasion.

An insurance company has handily disposed considerable space in its columns to the annual meeting of the Commercial Union Insurance Company, Limited, of which Mr. W. Trenchard Davis is the Hongkong agent—and also a leader point to the great expansion of this company in spite of those catastrophes which emphasize the hazard and the necessity of insurance. The fire department shows an increase in premiums during the last year amounting to \$521,810, the life department \$245,553, the marine department showing a rise in premiums of \$13,640, and in the accident department there was a balance to the good of \$29,374.

Empire-day was signalled in many churches by the singing of a beautiful hymn, written by a lady who has adopted the pen name of "Gretchen." The opening verse of the hymn, which has been set to music by Mr. W. W. Stanner, F.R.A.M., runs:—
Unfold the Empire standard, and sing aloud to-day
One great glad song of triumph that echoes far and wide.
"For God, for King, for Country," we pledge ourselves to be
True servants of our Empire, in strength and unity.

Many bishops have expressed the desire that the hymn should be sung on Empire-day throughout their dioceses.
The Board of Trade Journal quoting from the report of the British Embassy at Tokyo says that over 5½ million sterling have been spent on the Imperial iron foundry at Wake-matsu which is unable to compete with foreign imports of steel and iron owing to the higher cost of production. The Director of the foundry states that he is waiting till the lapse of the conventional tariff in 1911, when it will be possible to levy suitable duties. The iron to a large extent comes from China from the large Tachih iron mines 70 miles below Hankow on the Yangtze. These are worked by Japanese under a 30 years agreement, and are extremely rich in ore which averages 65 per cent. of iron. 150,000 tons of it go annually to Japan and about half that to some Chinese iron works.

In the presence of the Emperor and Empress on May 15th a statue of William the Silent, Prince of Orange, was unveiled in front of the Castle at Wiesbaden. In a stirring speech the Kaiser referred to the great intellectual qualities, noble character, and heroic sentiments with which that Prince entered upon the struggle of his life for his faith, true to his motto "Je maintiendrai." The Emperor also spoke of the prince's services in freeing the Netherlands from oppression of the Duke of Alva and in laying the foundation of Dutch independence. "To him whose ship of life," concluded his Majesty, "was once in distant lands rocked by wild waves, this statue shall be dedicated here at the gentle founts of his homeland as a lasting memorial, and may his compatriots of Nassau ever preserve it in faithful keeping."

More than forty submarines have been built to the order of the British Admiralty by Vickers, Son, and Maxam at Barrow, they holding the patent rights in this country for the production of the vessel of the Holland type, the only type that has found favour with the Admiralty. Up to now craft with one torpedo tube and one propeller have satisfied. Last month a new vessel, which is a most important step in the design and construction of these vessels, was launched at Barrow. She is larger and more powerful in every way, and is entirely different in design. She is said to have four torpedo tubes and two screws. Apart from being longer than her predecessor she will have more room, for it is on each side are two torpedo-shaped structures extending half the length, looking like small submarines, and these it is expected are to be used for trimming tanks. If this class is successful there will be no other vessel of the submarine class to compare with her. Her building has been most carefully protected from curious eyes, and all men engaged in her construction have been sworn to secrecy. She now lies alongside the fitting-out wharf, and is protected by high boarding from those employed on other work in the yard, while on the dock side there is a high partition. As soon as she is completed she will have her compass adjusted and will be put through some severe tests as regards diving, trimming, speed, and torpedo firing.

CRINOLINE STROLL.

ACTRESS WINS A £200 WAGER.

In the petting rain, a diversion was occasioned in Oxford Circus one afternoon last month. The skies were weeping their bitterest when an early Victorian carriage, half-hooded and drawn by two pre-Vanderbilt ponies, drew up outside Peter Robinson's and out stepped a Cranford-Jane Eyre-Emma potter.
She was vastly crinolined, and over her hoops, which she managed with sufficient deftness to display a white stocking above her low-heeled shoes, was stretched a violet gown of poplin.
It turned out that this daring dame was really an ornament of the variety stage—Miss Milly Payne—a clever impersonator of the genus "gamin"; and that she was parading the West end in the clothes of her great-grandmother.
A gentleman had wagered £200 that Milly would not dare to do what she did. Later on in the afternoon she did even more; she paraded the rain-swept, puddle, deserted Row, much to the delight of her white horse and the surprise of those who happened to be out. At the sight of the birdcage bustle they fled incontinently.

GERMANY'S COLONIES.

HERE DERNBURG IN LONDON.

Herr Dernburg, the German Secretary of State for the Colonies, who was in England on his way to South Africa, was received in audience by His Majesty the King at Buckingham Palace.
Herr Dernburg, who, accompanied by Dr. Rathenau and Count Henckell von Donnersmarck, sailed from Southampton on board the Kenilworth Castle, availed himself of his stay in London to see various Cabinet Ministers and the leading officials of the Colonial office. He also came in touch with "gentlemen interested and experienced" in Colonial affairs, and obtained valuable and interesting information for his impending visit to South Africa, which is chiefly undertaken by him for informational purposes. Herr Dernburg, who is known to consider Colonies as a commercial proposition, wishes to derive profit from the experiences gained in the British South African Colonies. He will therefore proceed from Cape Colony to Natal, the Orange River Colony, and the Transvaal and Rhodesia, to study the mode of administration and organization of these Colonies and to personally inspect the institutions and establishments founded for their advancement, for which purpose all facilities will be given to him by the local authorities.

TELEGRAMS.

[REUTERS' SERVICE.]

THE GERMAN NAVY LEAGUE.

LONDON, June 15th.

At the annual meeting of the German Navy League, held at Dantzig, it was resolved to oppose the participation in party politics of the elected new executive; but the proceedings were carefully arranged to heal the split following on the late executive's opposition to the centre candidates elections.

The Governor of the province conveyed the wish of the Government that the league should not be dissolved, but consolidated on non-party lines. His Imperial Majesty the Kaiser in a telegram said that the league in serving the Fatherland, was seeking to secure to the navy that which would ensure peace. Prince Henry telegraphed later renewing his patronage, and thanking the league for a brilliant and patriotic day's work.

MOROCCO.

LONDON, June 15th.

Mulai Hafid's adherents have captured the Algerian army instructors at Alcazar and sent them to Fez where they have been placed in irons.

THE AMUR RAILWAY.

LONDON, June 15th.

The Amur Railway Bill as adopted by the Duma has been passed by the Russian Upper House by a large majority.

THE INDIA MONSOON.

LONDON, June 16th.

The Indian Monsoon has burst.

OLD AGE PENSIONS.

LONDON, June 16th.

During the debate on the second reading of the Old Age Pensions Bill, Mr. Lloyd-George indicated a number of important modifications, and said that though the cost of the scheme at the outset would possibly not exceed six millions, it would probably eventually reach 7½ millions. The scheme was already more liberal than that of the Belgian, German, Danish, and French governments.

NEW FINANCE NAPOLEON.

YOUNG MAN WHO SPECULATES IN MILLIONS.

The name Livermore was on the lips of every one in the New York Cotton Market recently. When July cotton, which had been steadily soaring, shot up 1½s a bale, and Mr. Livermore continued to accumulate contracts for delivery in July, the question every one asked was, "Who is Livermore and who are his backers?" The new Napoleon is British in appearance, looking younger than the thirty years which he says he will reach next birthday. His youthful appearance is accentuated by his flaxen hair. "I am not crossing a corner in the July cotton market," he said. "The market simply cornered itself. The enormous advance has been the result of buying by persons who sold cotton they did not own."

Wall-street began to talk about the new Napoleon last year, when he was credited with having made £400,000 in a fall in cotton, and another £300,000 in a fall in cotton. He then bought a steamer and made a trip to the West Indies. He returned about a month ago.

THE TRADE AND RESOURCES OF TIBET.

Lord Wenlock presided at a meeting of the East India Association in the Westminster Palace Hotel, when a paper on "The Trade and Resources of Tibet" was read by Mr. C. E. Drummond Black, who was formerly in charge of the geographical branch of the Record Department of the India Office. He pointed out in detail that the principal routes by which Tibet could be reached radiated towards the capital from the four points of the compass but that while the longest and most difficult route was that connecting with the Russian possessions beyond Chinese Turkestan, the shortest and easiest was the one from Lhasa through Sikkim or Bhutan to Lhasa. It was through Sikkim or Bhutan that the British Government had been seeking to gain by throwing open to trade all the passes and approaches along the whole line from Ladakh to Eastern Assam. The Indian Government ought not to grudge a reasonable expenditure on mountain roads to exploit a new and valuable market, and to do so would be to carry out a policy advocated by one of the greatest of our Empire-builders, Warren Hastings, whose exact instructions to George Bogle on his mission to Lhasa 134 years ago, revealed a clear recognition of the advantages of opening up friendly commercial intercourse. The existence of the treaty of 1904 provided an excellent opportunity for following out the hopes and plans of Warren Hastings and for that purpose it was necessary to take stock of such detached information as existed regarding trade prospects. A survey of such information led to the conclusion that trade possibilities were very considerable, given substantial improvements in transport and communication, and particularly it appeared that the country possessed great mineral wealth. The experience of recent travellers had shown that there was not much hostility to strangers on the part of the monastic faction as was formerly the case. Lord Wenlock said he was very pleased to hear of this change of feeling, for when he was in Tibet 25 years ago the lanes did not disguise their hatred of English visitors in the discussion were Mr. Ross, M.P., Lieutenant-Colonel H. A. Iggriden, Mr. Ellis, F.R.S., Sir A. T. Arundel, Colonel C. E. Yate, and Mr. Frank Giles.

SUPREME COURT.

Wednesday, 17th June.

IN BANKRUPTCY JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR F. PAGOTT).

SAYED YEMER MONEY.

Re the Kwong Heng Tai, the Official Receiver said this was an application adjourned a fortnight ago for the forfeiture of security. Notice was served on the guarantor, Mr. Goldring represents the debtors who were then in court.

The Chief Justice—What is the amount of the security?
The Official Receiver—\$3,800 security for the appearance of the debtors.

Mr. Goldring—I represent the guarantors and I also incidentally represent the debtors.
The Chief Justice—What are the facts?
The Official Receiver—I have filed my reports.

Mr. Goldring—The guarantors have only received the notice. They are willing to come forward.

The Chief Justice—And the debtors?

Mr. Goldring—I only represent them incidentally.

The Chief Justice—You cannot appear incidentally.

Mr. Goldring—The debtors are here and willing to go into the box.

The Official Receiver—This is the first time I have seen them.

The Chief Justice—Probably the notice has had a beneficial effect.

The Official Receiver—I don't wish to go on with this examination now. Perhaps your Lordship will warn these people to attend at my office when required.

The Chief Justice—Yes, (to debtors)—Where have you been all this time?—All the time in Hongkong.

What address?—We are out of employment. One day here and another in a different place.

One place you have not been is the Official Receiver's office.—Yes, I will give my address and he can find me any time.

Why have you not gone there before?—I saw the ex-Official Receiver.

The Official Receiver—That is so, my Lord, he saw Mr. Kemp. I wrote this man on the 6th April and my letter was returned. I have had information that the men were out of the colony all the time.

Debtors then gave an address in Wing Lok Street where they said they could be found.

The Chief Justice—Where are the guarantors? (When one stepped forward he said)—If they don't appear next time they are called upon the guarantee will be forfeited at once.

CORRESPONDENCE.

VOLUNTEERS WANTED IN HONGKONG.

APPEAL BY LIEUT.-COLONEL CHAPMAN.

[TO THE EDITOR OF THE "DAILY PRESS."]

SIR,—The first duty of every able-bodied citizen is not to be ready to defend his country in time of war but to prepare himself for that duty in time of peace. Englishmen alone amongst all the Nations of the World shirk this duty. I trust the splendid example of our Australian Colonies, in making every able-bodied Australian serve in the National Guard, will bring home to us a sense of our shame.

The above is an extract from a letter (with regard to military matters at home), written by Lieut. Colonel Hon. L. P. Dwyer. I think his remarks may well be applied to this Colony. The position of Hongkong renders it peculiarly liable to sudden attack in time of war, and if there is any place in the Empire where every "able-bodied citizen" should be ready and prepared to bear his part in its defence it is Hongkong. The fact that H. M. Navy and Army are so splendidly represented here in no way relieves the civilian from his individual responsibility. The present establishment of the Hongkong Volunteer Corps is 432, yet despite the numerous available British population of what I may call, Volunteering age, the strength of the Corps is under 300.

There must be a very large number of young men who have served as Volunteers at home, but (it may be in the absence of an Infantry Company here) have felt disinclined to take up a fresh branch of the Service, and have not yet joined the Corps. The formation of an Infantry Company has been recently sanctioned by His Excellency the Governor, who has appointed a captain to the command of the Company.

Recruits are wanted in all the different units of the corps, particularly in the Infantry Company. All young men willing to join the corps are invited to call personally at Headquarters, or to write to the Staff Officer stating which branch they wish to join.

To all non-volunteers I earnestly commend, for very careful consideration, the remarks quoted at the commencement of the letter, and appeal to them to join the Hongkong Volunteer Corps.

I have the honour to be,

Sir,

Your most obedient servant,

ARTHUR CHAPMAN.

Lieut. Colonel.

Commandant, H. K. Volunteer Corps.

Volunteer Headquarters.

Hongkong, 17th June, 1908.

How to BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Creme Chamois. Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

PROGRESS OF JAPAN

[illegible]

CAPTAIN REPRIMANDED

THE SOUTH MANCHURIAN
RAILWAY.

ENGLAND'S GIFT TO CANADA

A resolution on the motion of Prince of Connaught was passed, asking for motion of local committees to collect tions. The King has subscribed 100 the Prince of Wales 50 guineas, Prince £20, Lord Strathcona and Lord Mount £200 each, Lord Rosebery £50, and the Eton College £100 15s.

THE ARRESTED PRINCE.
Prince Enlenburg's arrest remains the chief.

AN UNFORTUNATE COMPARISON.

are manually brought before the Mathis Court are stated to be found blameworthy for the respect or another, and it is not on such ships the crews are undisciplined from economic considerations, great many British coast steamers were transferred to Japanese ownership during the war, and it is possible that as they were bought cheaply they have been cheaply. No doubt such criticism as appeared is not directed against the management of the recognized lines. The Nippon Yusen Kaisha, the premier company, is a organization with Europeans, Australian local sources, and is regarded very favorably. The large vessels are of high quality, and are insured f.p.a. Another well-known line is Toyo Kisen Kaisha, which recently added five turbine steamships, built in Japan, to Trans-Pacific service, and other lines are Transatlantic, Mitsui Bishi, and Mitsui Bussan trading in Eastern waters. All these risks placed here and are readily accepted.

WATER RETURN.

	LEVEL.	1907.	1908.
	Below overflow. Below over.		
Tytem	14 ft. 2 in.	51 ft. 1 in.	
Tytem Bywash ..	16 ft. 1 in.	24 ft. 1 in.	
Tytem Intermediate ..	nil.	2 ft.	
Pokfulum	3 ft. 6 in.	21 ft.	
Wongsaichung ...	2 ft. 2 in.	22 ft.	
STORAGE GALLONS.			
	1907.	1908.	
Tytem	274,975.00	750.25	
Tytem Bywash ..	5,132.00	6	
Tytem Intermediate ..	nil.	181.3	
Pokfulum	58,420.00	22.22	
Wongsaichung ...	27,553.00	8.00	
	Total 335,960.00	287.5	

CONSUMPTION OF WATER IN THE CITY AND

Consumption per head per day 16.8. 22.4
Intermittent supply by Rider mains
the 17th May 1907, and constant supply
districts to the end of the month 1907.
stant supply in all districts during May.
The return of consumption is subject to
owing to the difficulty of accurate measurement
while the extension works at Albany
Wharfedale in progress.

KOWLOON WATER WORKS

Kowloon Gravitation	1907.	1,000
Reservoir	nil.	116,500
Consumption of Water in Kowloon		
DURING THE MONTH OF MAY		
	1907.	1908.
Consumption ..	18,681,000	22,261,000
Estimated population	82,450	82,900
Consumption per head per day	7.3	8.6
The Government Analyst reports water in the above of excellent quality.		
Public Works Department.		
	W. CHAN	
	Water Audit	

FAR EASTERN RAILWAYS.

CHINESE RAILWAYS FOR THE CHINESE.
The conclusion of arrangements whereby rail

including lines recently sanctioned which are likely to be built soon. Most of the more projected lines, of which there are a great number, will never eventuate, but some of them have the elements of probability. Chinese railways may be usefully divided into two main categories, and the following table gives an idea of the extent of railways which are actually in Chinese hands:

Railway

Canton-Kowloon, 103 miles (Hong Kong, 21 miles British Chinese control, British engineers).	British (Hong Kong, China).	—
Chuking Railway (Ningpo-Hangchow-Shanghai), just sanctioned (240 miles).	British	—
Tsokow-Chinghsuifu (Chinese State Railway).	British	83
Peking-Kalgan (Chinese engineers).	Chinese	33
Pingtang-Chiboh (Chinese engineers).	Chinese	54
Canton-Samsaku (Chinese engineers).	Chinese	30
Su w a t w-Chaochow	Chinese	25

The last two lines, usually included in under construction, are very doubtful, and later, indeed, has been, or is about to be called. The comparatively small amount of mileage now open which has actually been with Chinese capital and by Chinese engineers must be looked at in the light of the much bigger this article. All the most

and important routes were acquired by the Chinese, and many of them, like the Hankow line, were never actively pushed, but still effectively barred the way. It will be remembered that this important line was recovered by China from the syndicate which had the concession for a period of roughly 11,350,000. The iron point is that, whereas since the completion of the North China railways, which were for China by British engineers, a couple of hundred miles have been made by the Chinese (and that in the last few years), no less than 1,000 are now under Chinese construction. It is reason to believe that, with the exception noted, these lines, most promising in taking a commercial view, will now be built. The Canton-Hankow line has also been advocated by me as among the most u-

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Hongkong, 18th June, 1908.

THIRD CATEGORY OF RAILWAYS.
A third broad division is concerned with lines built with foreign capital and engineers and managed by foreign syndicates or companies.

	Railway.	Con- struction started
Shanghai-Chinkiang-Nanking	British	193..
Shanghai-Tientsin (incorporated in foregoing)	British	12..
Tientsin-Yangtze	One-third British two-thirds German	61..
Shantung Railway (purely German administration)	German	270..
Peking-Hankow	Fraco-Belgianist section to Pao-tung Chinese capital	754..
Kailash-Chongchow-Hongfu	Belgian	61..
Cheung-tai-Yunnan (originally Russo-Chinese)	French	190..
Loakai-Yunnanfu	French	50.. 2

COMPARISON WITH INDIA.

The Manchurian line, for which China may get some of the credit though she is not likely to have the profit, brings the total up to four thousand miles constructed, while, as shown already, there are nearly two thousand miles either under construction or about to be constructed. It is interesting to note that Japan has at present only some 3,500 miles constructed, and that China will probably soon have more than a mileage. The comparison is, however, not a fair one, as Japan's work is very broken and mountainous country, while a great portion of China, especially in the north to south, where railways are most needed, is an ideal country for railway making. India offers a better comparison, and here we find that twenty-five years ago rail construction began in that country she had double the mileage of China to-day, viz. 1,000 Bombay was not in direct railway communication with Calcutta and Madras till 1871.

on goods by rails—which, more than a ago, was capitalised at six million *taels*—a remarkable result on a railway which was a trade route in the past. The German line in Shanghai is reported to do very well both in goods and passengers, and it is linked up with the Peking-Tientsin-German. Tientsin-Yaokou line, which was first proposed by the Germans and will become even more prosperous. The line recently opened at Shanghai-Nanking line is flourishing. On all Chinese lines it is the passengers' traffic which is the mainstay. People enjoy railway travelling more here than the Chinese, and when a new line is opened people come long distances merely to travel up and down. What is more important, they rapidly form a habit of travelling, and all facilities freely, especially the small motor and petty *pedlar* class. The scene at a station before the departure of a train is a horrible two hours in advance the packed, crowded, donkeys, pigs, and hawms being up with prospective travellers and their baggage and relations. As to the progress of the work in the actual work of construction, it is noted that, although hitherto not only the rolling stock but the direct engines have come from foreign countries, the Kalgan line has been built entirely with

Became Unbearable—Little Girl
Suffered Terribly—Would Tear
Her Flesh—Grew Thinner Day by
Day—Now Healthier than Ever

CUTICURA CURED HER ECZEMA PERMANENTLY

exactly on the crown of my little daughter's head. It began to grow larger and larger, and later it broke and her hair came from it. The head began to be covered with eruptions with her hair coming out. Annie suffered terribly, and her head was so itchy that she scratched it until she tore the flesh and - at night - she had to be held down while the itching was so fearful. The eruption spread over the whole of her head down part of her

back, and even of my face. A doctor was called, and it seemed to make the trouble worse, and the itching increased until it was unbearable. I once went to a friend's house, and the trouble started her health began fail, she was peevish, and grew thin day by day. I was in despair. I last tried Cuticura Soap, Cuticura Ointment, and Cuticura Pills. At my first application the itching stopped, and by the second day I was feeling better every day. In ten days my humour ceased altogether, and by the time I had used one ounce of Cuticura I was almost cured. I got another set, and in a month she was completely cured, so that you could tell she had been almost cured in less than three months ago and there never been any sign of a recurrence since. Her health is better than ever, and she is perfectly cured. Cuticura Hemulid. Her hair is getting thicker and thicker. too. Mrs. J. Bisset, 46 Water Street, Newbury Park, N. S. W., June 15, 1907.

Send to nearest depot for free Cuticura Book on Treatment of Skin Diseases. Remedies for various ailments. A Single set of Cream, Ointment, and Pills. Sole Agents: Messrs. J. B. Williams, Australia, R. Town & Co., Sydney, South Australia. Last 1/2 of 1907.

Drug & Chem. Corp., Sole Props., Boston.

head carpenter—being retained.

Besides the railways included in the above, there are other little lines: one to the tombs, some to collieries, others to places with rivers or existing canals. These mere light railways, but still of development purpose, are the most commercial. The general conclusion that Joo Chooan has got over is that railways with which he was credited, and that he is getting acquainted with these means of communication. The State is also learning to invest in them and to manage them, and that the process may be slow, and capital with foreign engineers and consultants may be needed for some time, it is none the less sure, that striking evidence could be given of the awakening of the Chinese people to their progress towards a more modern and efficient civilization. Moreover, in a given time, the building of the first railway, the Kiang-Kashan line there is a history of China and Chinese railways. Excellency Chao Su-an congratulated the company assembled on "the energy and determination shown by them in undertaking great venture at constructing lines in a whole province of Kiang-su. China is still young, and it is an excitement that it should no longer be thought only in senseless anti-foreignism, but find expression in genuine and rapid development of China's own resources."

WEATHER REPORT

The slight depression lying over the Sea of Japan yesterday, has moved to the Pacific, and the barometer has risen moderately in Central and Northern Japan.

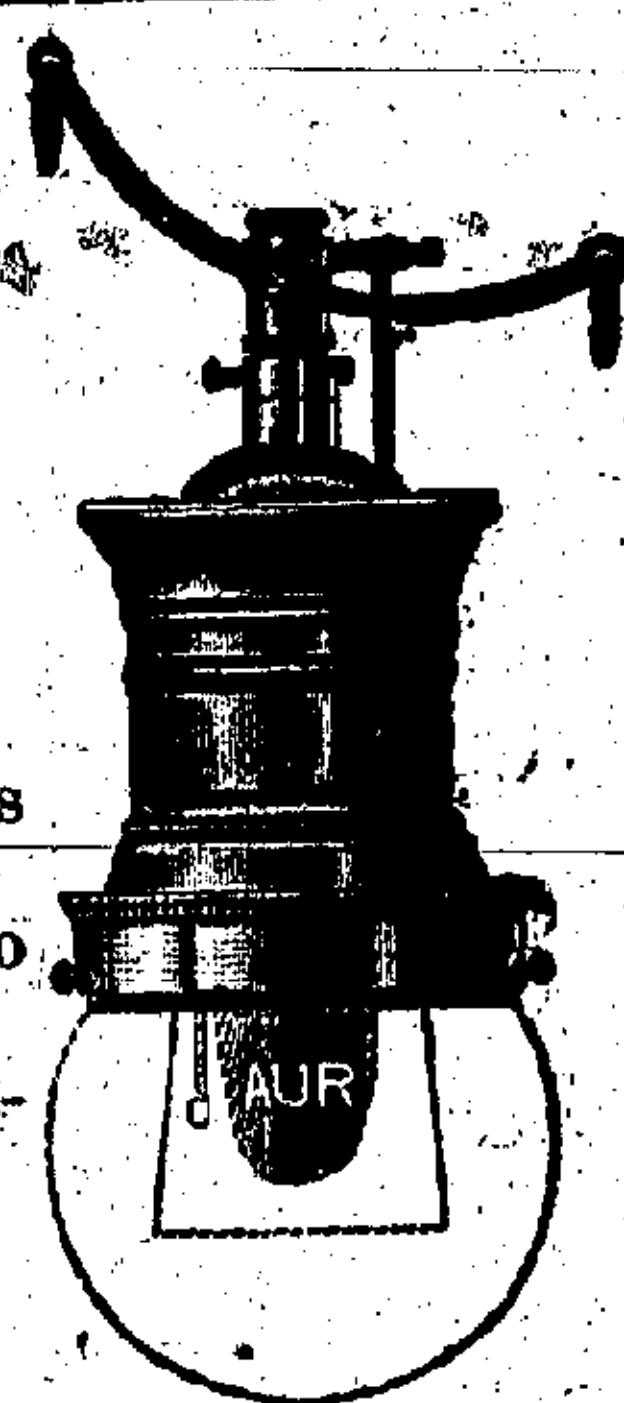
Pressure remains high over the Philippine neighbourhood of the Bonins.

Strong S.W. winds may be expected from the Formosa Channel and along the North coast of the China Sea.

Hongkong & Neighbourhood.	stro
Formosa Channel	stro
South coast of China between Hongkong and Lemoeks.	San
South coast of China between Hongkong and Hainan...	San

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AN IMPERIAL PROBLEM.

COTTON WITHIN THE EMPIRE.

Among the economic problems entitled to rank as Imperial there is none more worthy of the attention of statesmen than that of the cultivation of cotton within the British Empire. Within recent years the dependence of our greatest textile industry on the United States for the supply of its raw material has awakened well-founded misgivings among the more far-sighted merchants and manufacturers in Lancashire. Self-help is the pivot of our industrial system, and Lancashire has shown its willingness to help itself by the formation of the British Cotton Growing Association—a co-operative organisation which has already done much to encourage the cultivation of cotton in different parts of the Empire.

But as the problem is an Imperial, and not merely a local one, the Government has recognised that it is a duty and a responsibility in the matter. The measures initiated by Mr. Chamberlain, during his memorable tenure of office as Secretary of State for the Colonies, have been continued and developed under his successor, and much valuable work has been done by the Government through the instrumentality of the Imperial Institute and mainly through the Scientific and Technical Section.

Four years ago a report prepared by Professor W. Y. Dunstan, the director of the Institute, on "Cotton Cultivation in the British Empire and in Egypt" was presented to Parliament, and since that time the quarterly "Bulletin" of the Institute has testified to the constant and unrelenting attention which has been given to the subject by the technical staff, and to the increasing extent to which the Colonial Administrations have availed themselves of the services of the Institute. Now that the anomaly by which the Imperial Institute—an organisation mainly concerned with the development of the resources of the Colonies—was placed under the departmental control of the Board of Trade, has been removed, and the organisation has been brought into direct relation with the Colonial Office, there can be no doubt that its sphere of usefulness will be widely extended and that the Empire will derive direct and immediate benefits from the change. The further series of "Reports on the Quality of Cotton Grown in British Possessions," prepared by Professor Dunstan, which have just been presented to Parliament, furnish conclusive proof of the value of the work which the Institute is doing.

These reports, which have been examined from time to time by the various sections of the Empire—in Europe, Asia, Africa, America, and Australasia—the total number of samples which have been examined and reported on being no fewer than four hundred and forty-nine, all of which, it is stated, are now to be seen in the Public Galleries and Sample Rooms of the Imperial Institute. Nor must it be supposed that the value of the work done can be estimated by the value of the separate reports furnished to the individual Colonies. The Imperial Institute is, in fact, a scientific and technical clearing-house, where the experience gained in one Colony is passed on to all the other Colonies, so that not only can methods which have proved successful in one Colony be tried in other Colonies where similar conditions prevail; but, what is of at least equal importance, the failures and mistakes made may act as a warning to others.

Already Professor Dunstan has found it possible, from a study of the work accomplished by the Institute and by the British Cotton Growing Association, to lay down certain general propositions which may now be regarded as provisionally established. In the first place, whilst advocating systematic trials of foreign cottons, he thinks it is clear that "the best chances of success lie in most cases in the improvement of native cottons." The different varieties of plants from which the world's supply of cotton is derived are all cultivated, and while experience has shown that a first crop, good in quality and quantity, may often be obtained from imported seed, there is a wide range of improvement to be made under different conditions of soil and climate to degenerate or revert towards their original type, especially under new conditions and primitive cultivation. In Egypt, Professor Dunstan points out, the success of cotton cultivation is principally due to "systematic cultivation and hybridisation of plants native to the country"; while the successful revival of cotton growing in the West Indies equally demonstrates the truth of his general proposition. That successful revival, according to Professor Dunstan, is largely due to the fact that the cotton to which attention has been given is the Sea Island variety, which, although taking its name from islands on the coast of the Southern States of America, where it has been successfully grown in recent years, is stated to have been cultivated long previously, if it did not actually originate, in the West Indies, and is, therefore, known to be suitable to the conditions of West Indian soil and climate. On the other hand, certain varieties of American cotton or an American native hybrid seem likely to do well in Uganda, Nyassaland, and the Transvaal.

Among the negative results obtained is the demonstration that certain varieties of American upland cottons are apparently not suitable for some of our African Possessions, which may, nevertheless, yet be destined to become great sources of supply for the Lancashire mills. Whether other varieties are suitable, or can be utilised by hybridisation with native plants in a less advanced stage of cultivation, is a matter which can only be determined by careful experiments, and accordingly Professor Dunstan insists that if satisfactory progress is to be made it is necessary that "plant-breeding experiments should be conducted on some definite plan." He recommends the trial, among others, of Mendel's method, but adds the very necessary warning that "such experiments are not likely to be successful unless they are conducted under the supervision of scientifically-trained men who are familiar with the details of the method, and also have previously directed special attention to the problems of plant-breeding." Here would seem to be a sphere of action specially marked out for the co-operation of the Imperial Government, through the establishment of efficient Agricultural Departments in connection with the local Administrations, and especially those which are desirous of establishing cotton cultivation on a sure and permanent basis.

On one other point of primary importance Professor Dunstan has arrived at a definite conclusion of the greatest interest. "Since," he says, "African cotton-growing must for the most part be carried on as a native industry, it cannot be too strongly urged that every encouragement and facility should be given to the improvement of native cultivation, both by direct instruction and advice to the farmers, and by demonstrations at selected centres of the results of systematic experimental work." It is to West Africa—and in West Africa, more especially to Northern Nigeria—that we must apparently look for the production of a type of cotton suited to the needs of the Lancashire manufacturer, and in sufficient quantities to make him, if not independent of, at least less dependent on, American supplies. And in connection with West Africa Professor Dunstan offers some observations which are deserving of the most careful consideration.

"The extent," he says, "to which cotton-growing will be resorted to by the natives obviously depends on several factors, of which the most important are the price which can be offered and the competition of other occupations and of other agricultural crops. The collection of palm kernels and the preparation of palm oil in West Africa is so easy, and remunerative an occupation that it is at present useless to attempt to introduce cotton cultivation in the palm-oil regions of that country. Moreover, it must not be overlooked that cotton cultivation is one of the higher forms of tropical agriculture, and its successful pursuit calls for qualities which are not always to be found in the West African native, who frequently prefers the simple and, at least, equally profitable occupation of growing the food stuffs of the country. Fortunately, the growth of certain foodstuffs may be carried on in rotation with cotton, and the extended adoption of this practice is to be recommended. In fact, cotton cultivation will have to be made a part of general agricultural practice if it is to become a permanent industry. The steps which are now being taken by Government to teach the natives of West Africa better agricultural procedure must therefore exercise an important influence on the extension and improvement of cotton cultivation. What is urgently needed in addition are the systematic experiments in improving native cotton, which can only be successfully conducted on scientific lines and by trained specialists."

To all who are directly interested in the cotton industry, the abstracts of the detailed reports made to Government which form the bulk of the new White Book will prove of practical value; but Professor Dunstan's introduction makes an appeal to a much larger class, since it deals, on a large line, with a problem which intimately affects one of the great industries on which our national prosperity so largely depends.

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